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facsimile transmittal

To: Cindy Rintoul

Fax: 771-4632

From: Van Burbach

Date: 08/19/99

Re: Gate City Truck Repair
/ ARA Smith's

Pages: 7 (including this cover)

CC:

☐ Urgent

☐ For Review

☐ Please Comment

☐ Please Reply

☐ Please Recycle

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Notes:

Gene-

If we can verify that the contamination
has not gotten any worse or ^{levels are} ~~is~~ going down
and distances of wells are about
right, can we reduce the risk on this
property? Could we then close it out?

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Pyramid Environmental, Inc.

August 19, 1999

Ms. Cindy Rintoul
NC-DEHNR-DEM Groundwater Section
585 Waughtown Street
Winston-Salem, NC 27107

Via Fax: 771-4632

RE: Review of Risk Classification
Gate City Truck Repair /ARA Smith's
Groundwater Incident # 10077

Dear Ms. Rintoul:

As we discussed in our recent phone conversation, we request a review of the risk classification for the Gate City Truck Repair site (a.k.a. - ARA Smith's) located at 6301 Burnt Poplar Road in Greensboro, North Carolina. The site was originally given a "High Risk" classification due to three supply wells located within 1500' of the site. Attached is a map showing the location of the three wells and a table with the well ownership information (note that well #4 is well beyond the 1500' radius). I have also included site maps showing the contaminant plume and the groundwater potentiometric surface. These maps are from the June 1998 *Natural Attenuation Monitoring Report* for the site.

A new *Natural Attenuation Monitoring Report* is in preparation. In reviewing the supply well information and performing area reconnaissance for the new report we noted the following changes:

- Well # 1, which was the only well located down-gradient of the site, no longer exists. Mrs. Dorothy M. Moore, who lived in a mobile home on the property, owned this well. Visual reconnaissance of the area showed Mrs. Moore's mobile home is no longer on the property and there is no sign of the supply well. Interviews with the property owners on either side of Mrs. Moore's property (Triad Freight Liners and a Marathon Tank Farm) indicated that Mrs. Moore had recently died and Triad Freight Liners had expanded onto her property and now uses the area for parking trucks. Both Triad Freight Liners and the Marathon Tank Farm are connected to city water.
- Well # 2, owned by Pauline W. Atkins who lives on the site, is the only well currently being used. It is located approximately 750' in the cross-gradient direction from the release area on the Gate City Truck Repair site. Its status has not changed; however, the future of this property is uncertain. Mrs. Atkins has expressed a desire to sell the

property and move out, and if she does, the property could not be used again as a residence. It is very likely the well would then be closed since the city has said that any new development would require connection to city water.

- Mr. Alfred K. Sampson owns Well # 3, which is located approximately 850' in the cross-gradient direction from the release area on the Gate City Truck Repair site. In a phone interview with Mr. Sampson, he told us that the well has not been closed but is not currently being used, and that he plans to close the well, demolish the building, and grade the site in the near future. He also told us that it was his understanding that both his property and Mrs. Atkins' property were likely to be condemned in the near future by the DOT for expansion of the I-40 interchange at Chimney Rock Road.

The only supply wells remaining within 1500' of the subject property are located approximately 750-850' from the source area in the cross-gradient direction, and only one of them is in use. Almost three years of monitoring has shown no significant migration of the contaminant plume on the subject property and since the groundwater flow on the site is in a direction perpendicular to the direction toward the supply wells, it is extremely unlikely that the plume could ever affect these wells.

It is likely that the properties with the supply wells will either be condemned by the DOT or redeveloped as commercial properties in the near future. In this case, the wells would be closed and any new development would be required by the city to use city water. This would clearly change the risk status of the Gate City Truck Repair site; however, we contend that there is no risk to these wells even if they remain, and there is no need to wait for these wells to be closed to change the status of the site.

The groundwater contamination on the Gate City Truck Repair site is well below gross contaminant levels (GCLs), and no free product has ever been observed on the site. Based on these facts and observations, we believe the site should be reclassified as "Low Risk". We could then pursue closure under the risk-based guidelines.

Our client is eager to get a ruling on this request, so anything you could do to expedite it would be greatly appreciated. If you have any questions or comments, please call me at 282-9030. Thank you.

Respectfully,



G. Van Ness Burbach, PG
Pyramid Environmental, Inc.

Attachments

CC: Martin Cope Livingston, III, Lindley Property Trust





